



"Flight" photograph.

MOSSCRAFT'S LATEST PRODUCT being demonstration-flown at Hanworth by Mr. W. H. Moss, one of the five Moss brothers—who, incidentally, are all pilots. It is an open tandem-two-seater sports model powered by a Pobjoy Niagara III. Mechanically operated split flaps are fitted. Dual control is a feature which makes the Mosscraft suitable for C.A.G. purposes. Top speed is 134 m.p.h., cruising 115 m.p.h. and landing 38 m.p.h.

NEWS of the WEEK

Links Across the Ocean

LAST Monday an informal luncheon was given by Air Comdre. P. F. M. Fellowes, D.S.O., to enable his guests to meet Mr. Edwin Link, of Link Trainer fame. During lunch Mr. Link told us, in a becomingly modest manner, that the present trainer is based on a machine he evolved when an instructor in 1928 to teach his pupils control reactions without their leaving the ground, thereby saving time and money. He is of the firm conviction that a pupil does not begin to learn to fly until he is flying solo, which is quite a reasonable line of thought.

Another remark made by Mr. Link was that in America a pilot is not considered a good instrument flyer until he has done at least 30 hours "blind." Quite an amusing thought is the fact that his company has supplied two Link Trainers fitted with automatic pilots. Students now under instruction on the Link may envy these "George"-assisted trainees, but as Mr. Link stressed, he has seen that, while aircraft are designed to be as stable as possible, "Old Man Stability" has been purposely evicted from his trainer so that the difficulty of flying in unstable conditions may be properly mastered.

The inventor mentioned that there have been several instances of *ab initio* pilots who, at the first attempt, have flown as to the manner born after having received correct instruction on the Link Trainer.

The Latest Fairchild

VERY shortly one of the new Ranger-engined four-seater Fairchild 24 monoplanes will be coming over here for demonstration purposes. It will be flown in this country and in Europe by Mr. Donald Wilson, the sales engineer of the Fairchild Corporation.

It is stated that any pilots or owners who are interested in the machine can make arrangements to fly in it through Malcolm and Farquharson, of 302, Bath Road, Hounslow, Middlesex, who are the British agents for the type.

Air League Lectures

THE subjects upon which Air League speakers will talk during the forthcoming lecture season are: "Wings of Commerce," "Linking the Empire by Air," "The History of Aviation," "Learning to Fly," "The Story of the Royal Air Force," "Defence Against the Air Raider," "World Aviation," "Aviation as a Career."

As usual (states the League), there will be no charge for the services of speakers, but refunds or contributions towards the defraying of their expenses are welcomed when these can be made without embarrassment to the organisations concerned.

Application should be made to the Secretary-General, Air League of the British Empire, Maxwell House, Arundel Street, London, W.C.2.

The Edmonton Accident

THE proceedings at the inquest on September 7 on eleven victims of the Edmonton accident (another has died since) raised a number of points that may be of interest to those operating flying schools, and we therefore place them on record at some length for future reference. Some of the questions asked are of particular importance as examples of what may be expected at enquiries of this kind.

On Sunday, September 4, a Hawker Audax, flown by Sgt. S. R. Morris, attached to No. 1 Elementary and Reserve Training School, Hatfield, descended into a housing estate in Edmonton, North London, striking two houses, causing a fire and bringing about the death, either instantly or through injuries, of eleven persons in addition to the pilot himself. Several of the victims were persons who made heroic attempts at rescue.

The jury returned a verdict of accidental death in each case.

According to *The Times* report of the inquest, Dr. A. Piney said that there was nothing he could see to have caused illness while Morris was in the air.

Capt. R. G. Weighill, flying instructor of No. 1 Elementary and Reserve Flying Training School, Hatfield, said that a pupil was not allowed to go into the air alone until his instructor thought he was fit for flying and until he had been tested by another instructor. Morris had completed 101 hours 40 minutes of solo flying time, and 43 hours 10 minutes of flying time under dual control. He was a fully qualified pilot.

The CORONER (Dr. Cohen).—Who would give him any instructions that day?—I did. My instructions were that he was to do circuits and landings and climbing turns. They would be done within the three-mile radius specified in the school's standing orders. Edmonton is about 12 miles from the aerodrome.

The CORONER.—How do you account for his being there?—I don't know.

He was not acting according to your instructions?—No.

I will put it more plainly; he was acting against your instructions?—Yes.

Capt. Weighill said that on Sunday morning Morris had been out in a different aeroplane with instructions to do steep turns instead of climbing turns. Since the accident he had heard that Morris had been seen over Highgate between 12 and 12.40.

The CORONER.—If we get evidence that the machine was serviceable when it left that day then it must fall down through the pilot?—Yes.

Capt. Weighill said that Air Ministry regulations made it compulsory to fly at certain heights over towns and populated areas. The height varied. It might be 10,000ft. over large cities and 2,000ft. over smaller towns. Air conditions were good at the time of the accident and it would be possible to see that there was a town underneath.

Questioned by Mr. Neil Lawson, who represented the relatives of three of the victims, Capt. Weighill said he was present on the field when Morris took off.

Mr. Lawson.—If a pupil has taken off to act in accordance with his instructions, what steps do you take to see that these instructions are carried out?—It is very difficult to watch him all the time.